

on the 12th instant, to which they beg leave to refer the Legisture.

The debts and liabilities of the Company may be stated as below, but before presenting the tabular form, it may be well to explain, as regards one item, on which depends the character of this whole application.—On the 20th December, 1837, an Act was passed to lend the credit of this State to the said Rail Road Company, for a loan of \$2,000,000 upon the pledge or mortgage to the State, as security of all its property then in possession, or which it might hereafter acquire; but authorizing the said Company to purchase the Rail Road from Charleston to Hamburg, and to give the owner of said Company a lien thereof, in preference to the mortgage or mortgages of the State. The purchase was made, and one-third paid down in cash—nots were given for one other third, payable 1st January, 1839, secured by mortgage on one half of the shares bought; and other notes were given, payable 1st January, 1840, for the other third, secured in like manner by mortgages of the other half of the shares. The first and second payments were made in full, and \$43,555 have been paid on one third—leaving due to the Stockholders of the Charleston and Hamburg Road, \$962,715, payable 1st January, 1840, for which they hold mortgages on near 9,000 shares in that Road. These mortgages may be foreclosed, and these shares sold as soon as the notes are due, to wit: 1st January, 1840, if the notes are not then paid.

There will be then due, on the 1st January, 1840, To Hamburg Rail Road, Notes and Mortgages, \$962,715 To Contractors Banks, &c. 502,715 Due 1st Jan. 1840, \$1,365,215 Due in the course of 1840, to Contractors, and for interest on loan, 573,307 20 \$1,938,522 20

The means to meet these are, Balance of the \$2,000,000 Bonds, guaranteed by the State, and not sold, \$222,222 22 Income from Hamburg Road, 120,600 00 Estimate of four instalments, and arrears, 1,000,000 00 Balance of Bonds in England, 01,000 00 Deficit to be provided for, 505,300 00 \$1,938,522 20

It is to meet this deficit, and to put immediately at the disposal of the Company, a fund for the redemption of the stock in the Hamburg Road, which is mortgaged to pay the \$962,715, due for its purchase on the 1st January next, that application is now made for an advance on the State subscription of \$600,000, in six per cent. stock.—The Committee have strong assurances, that the stock thus granted, will be readily received in payment of the notes and mortgages held on the Hamburg shares. A very large amount has passed into the Banks, and other public institutions, which it is understood, will with praiseworthy spirit aid in removing the embarrassments, of the Company, by exchanging them for stocks. It should be borne in mind, that some of the Banks having suspended specie payments, cannot be in a condition to resume without realizing their resources, and that having depended on these notes as a resource, nothing will replace them except cash or such stock as is now asked for. With the aid of this advance, and such other credit and means as the Company may be able to bring to bear, the Company feel great confidence in being able to redeem all shares and mortgages; and this Committee sees no reason to question their conclusions.

The notes and mortgages given for the shares in the Hamburg road, have in a great many instances, and to very large amounts, passed out of the hands of the original holders; and are, as stated before, to be found in Banks and other public institutions, pledged for monies loaned. These loans are due the 1st of January next. The notes are interest, and the credit of mercantile men and others, to a great amount, is hanging upon their payment. If not paid, there is too much reason to fear, that a great amount of them will be forced, and the mortgages foreclosed on the shares pledged, for their payment. Nothing short of this proposed advance can save them; should they be sold, in the present depressed condition of the stock market, and great scarcity of money, it is believed they will be sacrificed for a less sum than that they are bound for, and the balance unpaid by their sale, will be a debt still owing by the Company, of which the State is the largest stockholder. It will also lose its lien on that half of the shares for the securing itself on the endorsement of the \$2,000,000 of bonds of the Company. The value of these shares may be estimated by looking to the receipts upon that road, which have risen from \$166,000, in 1834, every year, until in 1839, they are \$412,000. The month of November has produced \$65,000, which deducting \$27,000 expenses, gives \$38,000 net income.

Upon the balance, which will be due by the Company on the 1st January, and during the year 1840, the Committee are informed, that the Company will be able to make arrangements so as to procure such forbearance as will enable them to call in their resources, which are very fully set forth in the report of the Committee of the House of Representatives, before referred to. A considerable amount is due to banks, and a larger sum to contractors, who, if assured of the payment to the course of the year, will, it is well known, accede to arrangements which will give the time desired.

The Committee now proceed to set forth what will be the effect of the proposed advance; first, on the affairs of the Company, and then on the finances of the State, and its security for its indorsements.

The Company, with the aid thus extended, it is believed, will be able to pay off the mortgages due in January, and then apply its whole resources to the finishing the road to Columbia. On this road \$550,000 has already been paid, and contracts have been made, and are due, and falling due, to the amount of about \$500,000 more. In its present state, to abandon it would be a loss of \$1,000,000. To complete it, will add \$1,000,000 to the security of the State for its indorsements of the Company's bonds. Thus this advance will enable the Company to free half the Hamburg road from mortgages having a priority to the State's lien, giving by it \$1,500,000 to the State's security, and at the same time to complete the Columbia branch, adding it at its cost, of \$1,600,000 also to that security. In other words, the advance of \$1,000,000, by the State, will enable the Company to add these two roads unincumbered to the security of the State. This additional security cannot be estimated as worth less than \$2,500,000, and is estimated by some to be worth \$3,000,000.

The influence of this measure on the finances of the State, and especially on its Bank, are also deserving the most careful consideration. It will be remembered that the State has issued the following stocks: Six per cent., redeemable in 1840, \$900,000 Five " " " " 1842, 200,000 Five " " " " 1845, 250,000 Five " " " " 1846, 300,000 Five " " " " 1850, 10,000 \$1,560,000

Besides it has issued— Five per cent. subs. to the S. W. R. R. Bank, 1858, \$200,000 Six " " Fire Loan, 1858, 1,000,000 Six " " " " 1863, 1,000,000 \$2,200,000

For the \$200,000 of five per cent. subscription to the South Western Rail Road Bank, the dividends of that Bank will most probably be ample provision, and it is not taken into the estimate, which the Committee now submit. The debt for the rebuilding of Charleston is \$3,000,000. The interest, received from those borrowing it, is supposed to pay the interest on it, and that sum is also left out for the present. The amount then left, is, as stated above, of six and five per cent. \$1,560,000

To pay these stocks, and interest on them, a sinking fund has been created by several acts of Legislation, composed of the profits of the State Bank. These profits now amount to \$948,000 To be paid 1st January next, \$900,000, of 6 per cent., and the interest from 1st October, on the public debt, \$61,500, 861,500

Bal. of sinking fund 1st Jan. 1840, \$86,500 The Bank capital, in the fiscal year, commencing 1st October, 1836, and ending 1st October, 1-37, was, original capital, \$1,156,318 48 Surplus revenue, 1,001,422 09 Sinking fund, 510,714 46 \$2,668,455 03

And the profits were \$201,225 37. The capital, in 1837-8, \$2,736,143 11 The profits, \$196,530 84. The capital, in 1838-9, \$2,907,000 00 The profits, \$210,000 00. The capital for 1839-40, diminished by \$61,500 00, paid 1st January, 1840, for six per cent., will only be \$2,045,000 00

And when it is borne in mind, that so large a sum has to be paid in January next, from the Bank, it will readily be seen, that its operations cannot be expected to be as profitable or vigorous, the ensuing season, and it will be unable to calculate on more than \$130 or 140,000 of profits, even if the Capital now in it is left. But as the subscription of the State to Louisville, Cincinnati and Charleston Rail Road Company is expressly directed to be paid out of the "surplus revenue" on deposit in the Bank of the State, (every instalment of which subjects \$50,000, of that which is estimated as above its Capital.) it is manifest, if it so drawn, to the extent required to meet engagements now existing and running rapidly to maturity, that the active business of the Bank must be greatly curtailed, and its profits lessened, and the community made to feel a heavier pressure when they are already staggering under difficulties almost insupportable. If it should be so, that this application should fail, and the Company be permitted to their own resources, they have none other than the instalments from the Stockholders. It will require at least, 8 instalments from the State, and all the other Stockholders to raise money enough to pay their liabilities. These cannot be called off more than one in every 60 days, or six per year. Six instalments called for in 1840, will draw \$300,000 out of you. Bank and two in the first 120 days of 1841 will draw \$100,000 more, being a total of the advance asked for. The condition to which these payments would reduce your Bank, would be unprofitable impotency—inviting attacks, by the tasks you have assigned it, and hardly capable of making resistance, if assailed. It is believed, that thus crippled, it would not be safe to rely on it entirely, to pay off the public debt due in 1842, 1845 and 1846; while on the other hand, if the Bank is permitted to retain the funds now in it, and used as Bank capital, it is confidently believed that it may be able, from the sinking fund, to pay not only the Stocks already issued, and due in 1842, 5 and 6, but those which it is now proposing to issue. And this entirely from the profits, leaving it at the end of the operation, with its present proposed capital, whole and undiminished. The issue of the Stocks proposed, will in point of fact, be at most a postponement of our payments, and will, in

every point of view, work kindly upon the interest of the State and the people.

It has been objected, that such an advance, by the State, will perhaps, induce individual Stockholders to forfeit and throw the works on the State. Your Committee believe that the effect will be exactly the reverse. It will infuse new spirit and energy into individuals, and excite them to new hopes and exertions—it will go far to give new credit to the Company; and thus increase their means to go on. But here is one fact which seems to the Committee, conclusively, to negative such a result—it would be against the interest of the Stockholders to do so. A short statement will show this. If the Road is finished to Columbia at the estimated cost of 1,600,000, the whole amount of liabilities now due, and to be paid, for the balance on the cost of Hamburg Road, the Columbia Road money, borrowed on the credit of the State, and money borrowed from the State and City Council, will be \$452,715

The property of the Company consisting of these two Roads, the subscription of Stock will be \$9153,000

making a balance in favor of the Company of \$4530,285

Besides this, by the 7th and 19th Section of the Charter of the Bank, every forfeiture of a share in the Rail Road Company, produces a forfeiture of its corresponding share in the Bank, to the Bank Corporation. The capital paid into the Bank, is \$1,435,000, and if forfeited, would go to the State and such Stockholders as continued to pay up their instalments, making a clear loss to such Stockholders as forfeited. Nor indeed, would a forfeiture by the Stockholder, free him from his liability to pay his proportion upon all contracts made before the forfeiture declared, so that while he lost his share, he is liable to pay until the debts of the Company are discharged.

Your Committee, after mature consideration, have come to the conclusion, that the application should be granted, and that six hundred thousand dollars of six per cent. Stock should be issued and delivered to the Company, as an advance on the payment of the shares of the Stock in said Company, upon the terms and conditions set forth, in a Bill, which they beg leave to report, here with.

All of which is respectfully submitted. D. E. HUGER, Chairman.

We have not thought worth while to attempt a sketch of the anomalous proceedings of the members of Congress, at their meeting in the representives Hall, preparatory to a regular organization. As a sample of the disorder which sometimes prevailed, we copy below, from the National Intelligencer, a small part of the report of the proceedings a day or two before they came to the election of Speaker.

The Chair stated that the pending question was on an appeal taken by the gentleman from Tennessee (Mr. Turney) from the decision of the Chair, made yesterday, that the motion of Mr. Rives, of South Carolina, to lay on the table a resolution offered by Mr. Wise, of Virginia, had been decided in the negative, the yeas being 116, and the nays 115, the yeas of Mr. Naylor, of Pennsylvania, and of the Chairman himself being included in the negative votes given.

Tellers were demanded; and when the Chair appointed Messrs. Cave Johnson and Corwin, of Tennessee, to act as Tellers. Mr. J. J. Hunter, of the Chair, whether the credentials of Mr. Naylor were on the Clerk's table? The reply of the Chair was totally inaffirmative by the Reporter from the crisis of "Order! order!" which immediately arose.

The House then divided, and Mr. Johnson reported that the yeas were 112, and though not personally acquainted with all the members from New Jersey, he was informed by gentlemen at and him, and believed, that the five gentlemen claiming seats on commissions from the Governor of New Jersey, and also Mr. Naylor, had voted.

The yeas were declared to be 118, four gentlemen from New Jersey claiming seats on the certificate of the Secretary of State of New Jersey having voted, it was ayes 112, nays 115; deducting dissenting votes, it would be ayes 106, nays 114. So the House decided not to sustain the decision of the Chair.

Mr. Smith, of Maine, observed that the disputed votes, whether admitted or rejected, would not change the decision; for, dropping the 4 from New Jersey in the negative, there would still be a clear majority of two, even admitting all the six contested affirmative votes.

Mr. W. C. Johnson said that, whether they did or not, still more individuals had voted as members from New Jersey than the Constitution allowed to that State; and he protested against the admission of their votes.

Mr. Wise said that the resolution moved yesterday by the gentleman from Massachusetts (Mr. Briggs) was the only one which the House had not yet acted upon; and that it must be observed, whether the effect of it changed the vote or not. The House divided on discretion; it must stand on record to decide on the disputed votes. Mr. W. J. Mandel of the Chair, what was the question before the House?

Mr. Turney called for the reading of Mr. Briggs's resolution. The Chair said that his understanding was that the meeting was now to decide, *scritum*, on the right of each of the members producing commissions from New Jersey, name by name.

Mr. Wise. I move that the question be now put on the first name, and I demand the previous question. Mr. Turney. I rise to order. [Loud cries of "Order! order!"—"The previous question has been moved!"—"Order!"—"Take your seat!"—"Others, as loud, of "No, no! Go on! Go ahead!"]

Mr. Turney. A report has been made by the tellers, and I have moved for the reading of a resolution; and the Chair—"Order! order!" Let the Chair preserve order!"—"Take your seats!"—"Question! Order! order!"

Mr. Turney continued to address the Chair, amidst violent uproar. I have no doubt (said he) that you shall sit there to decide such questions as suit the wishes of your party, and refuse to put questions that are moved, and are in order. The House has adopted rules of order, and no regard is paid to them.

[Shouts, of "Go on! go on! go it! go ahead!" mingled with cries, clapping, hissing, calls for order, and a universal din, by which the voice of Mr. Turney, who spoke with great rapidity, and at the top of his voice, was so drowned as to be rendered unintelligible. He was heard to exclaim,—"It is this to be the course of things, the sooner we can change it into a row the better!" There was much movement in the House—most of the members were on their feet—many left their seats. Violent epithets and exclamations mingled in the din, and things appeared for a few minutes seriously to threaten the breaking up of the House in confusion. Soon, however, the noise in some degree subsided.]

Mr. Turney was heard to say, I appeal from the decision of the Chair. I stand here and appeal; and I shall continue to appeal as long as you so decide. You have paid no regard to order; and it is impossible we ever can have any order so long as you sit there. You seem determined to carry your point, right or wrong. There is a majority of votes uncontested which have decided in your decision, and yet you suffer new questions to be moved. I appeal—gentlemen may hullo "order" at me all to-morrow morning—I will stand here and appeal till candlelight—I never will submit to it.

Mr. Ingersoll, of Pennsylvania. Will the Chair hear me a few words?

[The uproar was renewed. Cries of "No! no! Sit down! you have no business here! Sit down!" Other loud shouts of "Go on, go on!" Hear him! Order, order!"]

Mr. Wise. I call gentlemen to order; will not the Chair order gentlemen to take their seats? Do let us have order; let gentlemen make their seats? Do let us have order!

Chairman. Gentlemen will take their seats. The members will observe order! ["Don't take your seats."—"Go on—go ahead!"]

The Clerk now proceeded to read the resolution of Mr. Briggs agreed to by the House yesterday, which is as follows:

Resolved, That, on the motion of Mr. Rives to lay Mr. Wise's resolution on the table, the tellers shall report the names of the persons who may pass between them, and, if any pass whose right to vote is disputed, the tellers shall report the names to the Chair, after the number of votes on both sides is reported, for the decision of the House.

[In the course of a good deal of the same kind of uproar and confusion, it was finally decided that the vote of Mr. Naylor from Pennsylvania should be counted (yeas 119, nays 112) and that the votes of those from New Jersey holding the Gov. no commission should not be counted, nays 122, including 3 from New Jersey who hold the certificate of the Secretary of State; yeas 117 including 4 from New Jersey, who of course voted for their own votes should count.]

STANDING COMMITTEES OF THE U. S. SENATE. On Foreign Relations.—Messrs. Buchanan, Clay of Kentucky, Roane, Allen, Brown On Finance.—Messrs. Wright, Benton, Hubbard, Nicholas, Webster.

On Commerce.—Messrs. Kug, Davis, Russell, Moulton, Norvell.

On Manufactures.—Messrs. Lumpkin, Preeson, Buchanan, Allen, Knight.

On Agriculture.—Messrs. Moulton, Spence, Lion, Brown, Smith of Connecticut, Ga. Military Affairs.—Messrs. Benton, Preeson, Wall, Pierce, Nicholas.

On the Militia.—Messrs. Clay, of Alabama, Smith, of Indiana, Phelps, Fulton, Tappan.

On Naval Affairs.—Messrs. Williams, Southard, Cuthbert, Strong, Tappan.

On Public Lands.—Messrs. Walker, Fulton, Clay, of Alabama, Prentiss, Norvell.

On Private Land Claims.—Messrs. Linn, Sevier, Clayton, Moulton, Betts.

On Indian Affairs.—Messrs. White of Tennessee, Sevier, Linn, White, of Indiana, Phelps.

On Claims.—Messrs. Hubbard, Young, Merck, Williams, Betts.

On Resolutions.—Messrs. Messrs. Sevier, of Tennessee, White, of Tennessee, Ketch, Crutcher, Robinson.

On the Judiciary.—Messrs. Wall, Clayton, Strong, of Connecticut, Smith, of Indiana, On the Post Office and Post Roads.—Messrs. Robinson, Lumpkin, Knight, Fulton, Henderson.

On Roads and Canals.—Messrs. Young, Phelps, Henderson, Spence, Smith of Indiana.

On Pensions.—Messrs. Pierce, Prentiss, Wall, Roane, Betts.

From the Charleston Mercury. COLLEBIA, Dec. 21st, 1839.

The Legislature closed its session this day after ratifying the following acts:—

1. An act to release the title of the State in certain Escheated property to G. H. Tronholm.

2. An act to authorize the Sheriff of Marlborough District to lodge in the Jail or any adjoining districts, persons committed to his charge, and for other purposes therein mentioned.

3. An act to prohibit the digging of C- lars in future within the limits of Towns on the Sea Board.

4. An act to ascertain the representation of the State.

5. An act to restore the Salaries of certain officers of each branch of the Legislature.

6. An act to provide a remedy in certain cases of debts not due.

7. An act to authorize the Commissioners of the poor, for Pendleton District to sell certain real and personal property and for other purposes.

8. An act concerning the office and duties of Clerks Registers of Marine Conveyance and Commissioners of Locations.

9. An act to authorize the formation of a Company for the construction of a Turnpike road through Blythe's Gap.

10. An act in relation to the October Term of the Court of Law for Charleston District.

11. An act to revive and amend an act, entitled an act to incorporate the Union Insurance and Trust Company of South Carolina, ratified the 19th of Dec. 1838.

12. An act to regulate the Fees of Clerks Ordinary and Sheriff.

13. An act prescribing the mode of electing Clerks, Sheriffs and Ordinaries.

14. An act to grant a Charter to Isaac S. Bailey, to establish erect and use an Hydraulic Press Dock in Charleston.

15. An act to authorize the Hon. Josiah J. Evans one of the Judges of this State, to be absent for a limited time.

16. An act to extend the Charter of the South Western Rail Road Bank.

17. An act to regulate the office of Constables.

18. An act to alter the time of the sitting of the Court of Equity in the third Circuit.

19. An act concerning the rights of Executors and Administrators to purchase property at their own sales.

20. An act to amend the act entitled "an act to authorize the formation of the Charleston, Georgetown and all Saints Rail Road Company."

21. An act to extend the time of payment of the last instalment of the increased capital of the Bank of Charleston.

22. An act to raise supplies for the year 1839.

23. An act to extend the time, during which loans may be granted under the act to rebuild Charleston.

24. An act to reduce the rates and clauses of acts in relation to the Post of the State on one act, and to alter and amend the same.

25. An act to incorporate certain Villages, Societies and Companies, and to amend certain charters heretofore granted, and for other purposes.

26. An act to make appropriations for the year 1839.

27. An act to establish certain Roads Bridges and Ferries.

28. An act concerning the office and duties of Ordinary.

29. An act concerning the office duties and liabilities of Coronor.

30. An act concerning the office duties and liabilities of Sheriff.

31. An act to provide for an advance by the State on its subscription, to the Louisville, Cincinnati and Charles on Railroad Company.

32. An act concerning the office and duties of Magistrate.

NORTH-EASTERN BOUNDARY. Mr. Featherstonhaugh, one of the British Commissioners for exploring the Boundary line between Maine and New Brunswick, made the annexed remarks, at a public dinner at St. Johns, New Brunswick, on the 30th ultimo. It is the only authentic statement of the results of the reconnaissance that we have yet seen. The following toast was proposed:—

The Boundary Question.—An early, amicable and equitable settlement thereof, according to the true intent and meaning of the Treaty of 1783, without any compromise of the honor or integrity of the two Great Nations.—[Immense and continued cheering.]

Mr. Featherstonhaugh rose and said:— Mr. President,—the allusion which you have made to me in the toast which has just been so warmly received, and the distinguished manner in which you have been pleased to receive me at your festival, may appear to give you and the gentlemen present some claim upon me for a passing notice of the official duties in which I have for some time been engaged.

I believe I do not transcend my duty when I state that after a long and careful study of the history of the case, and an examination made with diligence and energy, of the physical geography of the territory in dispute, at all the points essential to investigation, it is my conviction that the failure to bring this grave matter to a final issue is to be entirely attributed to defective information and a fatal embarrassment of resources by the requirements of the second article of the Treaty of Ghent. The existing rule, gentlemen, for the purpose of settling all matters of boundary, and of all questions connected with the progress of discovery, is that mankind, to go from the known to the unknown. But this principle is the basis of the treaty of Ghent is reversed, and we are required to go from the unknown to the known. The second article of the Treaty of Ghent, which is the basis of the North West Angle of Nova Scotia, a point which never had any existence, and which never was established or set apart by any survey, either a direct or indirect kind. Its position depends upon the pre-

vious ascertainment of two lines, and the point of coincidence between them would, when established, be the point where the North-west Angle would be, and that where the Treaty directs the boundary to begin. But since neither of those two lines have yet been ascertained, and the point of departure of only one of them agreed upon, it is evident that the North West Angle of Nova Scotia, which is to be an effect or result proceeding from causes, the inherent power of which we are yet ignorant of, is at this moment a nonentity, and must remain so until the precise direction of the two lines be fore spoken of is mutually agreed upon, and established. This a sufficient reason why all attempts to bring the dispute to a happy termination hitherto have failed, the words of the Treaty directing us to begin at the end, instead of the beginning and to pursue the enquiries from the unknown to the known.

Gentlemen, I do not wish to conceal from you who are so much interested in the matter, that the investigations in which I have been lately engaged, have produced results which ought to influence Governments that desire no territorial acquisitions at the expense of justice and the reference due to Treaties, as I am persuaded is the case with the two Governments now negotiating on this important subject. The defective information it is hoped and believed can be supplied. I say this much because the rumor is being busy about the declared intention of the State of Maine to proceed in taking possession of the whole territory in dispute, without awaiting the peaceful proceedings now in progress betwixt the Federal Government and that of Her Majesty. I do not believe in these rumors. The State of Maine sets too high a value upon the peace now happily subsisting between two countries, and will, I have no doubt, await the constitutional action of their National Government.

The amount of all this is, unless both Governments agree to compromise, by "splitting the difference," they are as far from a settlement as ever. And if so, they will as usual quarrel for a million till they spend fifty millions, and then end as they begun.

Mr. Featherstonhaugh left St. Johns at an early hour next morning, for New York, via St. Andrews, on his way to England. Col. Mudge is now here, and it is probable Mr. Featherstonhaugh arrived last night. N. Y. Herald.

Correspondence of the Commercial Advertiser.

Washington City, Dec. 7, 1839. "Turn about, wheel about and do just so. And every time you turn about jump Jim Crow."

There is a little merriment among us just now, at the expense of my honored friend T. H. Benton, of Missouri. He received, it seems, a specie check for one thousand dollars for his mileage from St. Louis to the capitol, but such was his sudden and unaccountable detestation of the specie feature in the check, he instantly sold it to a broker in this city for eleven hundred in the paper of our suspended banks, and is now I understand, meeting his current expenses with these bank rag! Verily truth is stranger than fiction. He who but a short time since dazzled and bewitched the whole nation with the splendor of his golden dreams, and rolled the Mississippi back to its fountain head a solid column of virgin gold, now hatters away even the reality of his visions for the rags of a suspended bank!

THE SPONGE FISHERY.

When at the Island of Rhodes, I went to the sponge fishery, which is curious and interesting. It is a laborious and dangerous employment, but so lucrative, that five or six successful days afford those engaged in it the means of support for an entire year. The sponge is attached to rocks at the bottom of the sea, serving as a retreat to myriads of a small crustaceous animals, which occupy its cavities. The fishermen dive for it to the depth of even a hundred feet, and sometimes continue for five or six minutes under water, unless the quantity of sponge they may have collected becomes inconvenient or unmanageable, when they are hauled to the surface by the crew of the boat to which they belong. The divers occasionally fall victims to sharks that attack them under water. The sponge is prepared for the market by being pressed to dislodge the animalcules it contains and afterwards in lye to deprive it of mucilaginous matter. Mars. Marmont.

TRANSFERENCE OF VITAL POWER.

A not uncommon cause of loss of vital powers is the young sleeping with the aged. This fact, however explained, has been long remarked, and it is well known to every unprejudiced observer. But it has been most unaccountably overlooked in medicine. I have, on several occasions, met with the counterpart of the following case: I was, a few years since, consulted about a pale sickly and thin boy, of about five or six years of age. He appeared to have no specific ailment, but there was a slow and remarkable decline of flesh and strength, and of the energy of all the functions,—what his mother very aptly termed, a gradual blight. After inquiring into the history of the case, it came out that he had been a robust and plethoric child up to his third year, when his grandmother, a very aged person, took him to sleep with; that he soon afterwards lost his good looks; and he had continued to decline ever since, notwithstanding medical treatment. I directed him to sleep apart from his aged parent, and to breathe fresh air, charge of air, &c. The recovery was rapid. It is not with child, or only child, that vitality is induced by this mode of abstracting vital power. Young females married to very old men suffer in a similar manner, though not to the same extent. These facts are often well known to the aged themselves, who consider the indulgence favorable to longevity, and therefore often illustrate the selfishness which, in some persons, increases with their years. Dr. Copland's Dictionary.

Six Thousand African slaves have been sold on the coast of Brazil in the last six months.